



## Multimodal Corridor Project Updates San Pablo Ave. & E.14<sup>th</sup> St./Mission/Fremont Blvds.



Planning, Policy and Legislation Committee

November 8, 2021

## Corridor Projects

- Completed long-range visioning phase
- Identified near-term project – targeting 3-5 delivery pending full funding
- Commission approval for near-term scope
  - San Pablo Avenue – September 2020
  - E 14<sup>th</sup> Street/Mission & Fremont Blvds. – April 2021
- Commission update:
  - E 14<sup>th</sup> Street/Mission & Fremont Blvds., coordination with East Bay Greenway – October 2021



# 2020 CTP Goals

CTP Adopted by Commissioners in November 2020



Accessible, Affordable and Equitable



Safe, Healthy and Sustainable



High Quality and Modern Infrastructure



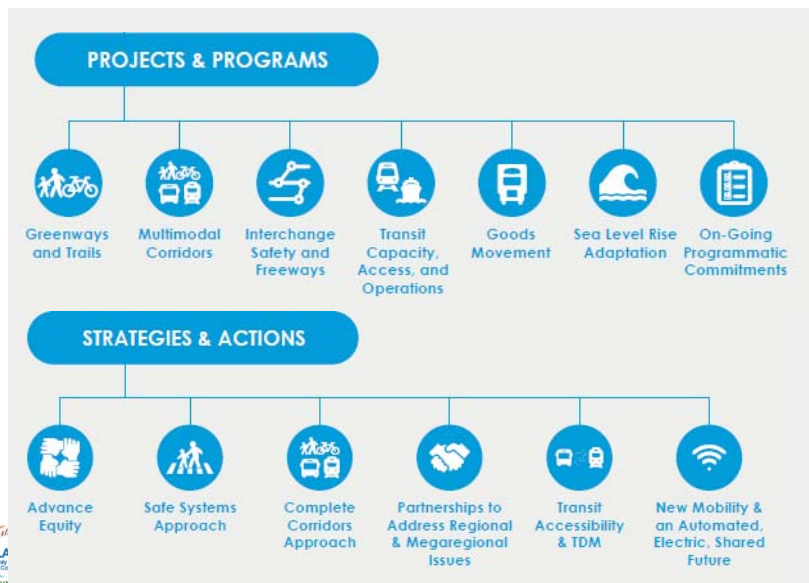
Economic Vitality



Corridor Projects



## 2020 CTP Core Recommendations



Recommends **over 90 priority projects and programs** to advance over the next 10 years

Recommends **25 strategies** to complement the projects & programs for policy, guidance and advocacy



## Core CTP Strategies

Key strategies addressed by Corridor projects:

- **Improve Safety on the High-Injury Network**, with an Eye Towards Community Disparities.
- **Build the Low-Stress Walking and Biking Network**, including Low-Stress Facilities on Arterials and/or Alternative Routes.
- **Improve Bus Service** Frequency, Reliability, Quality & Travel Time.
- **Coordinate with Caltrans for Faster Project Advancement & Innovation.**
- **Support Placemaking & Economic Development** through Street Design.



## San Pablo Avenue Multimodal Corridor Project



## Project Purpose and Goals

*The purpose of the San Pablo Avenue Multimodal Corridor Project is to improve multimodal mobility, efficiency, and safety in an effort to sustainably meet current and future transportation needs, and help support a strong local economy and growth along the corridor, while maintaining local contexts.*

### Goals

- Enhance **safety** for all travel modes
- Improve **comfort and quality** of trips for all users
- Support a **strong local economy** and efficiently accommodate **growth** while respecting local contexts
- Promote **equitable** transportation and design solutions for diverse communities throughout corridor



## Building on Many Planning Efforts



# Needs and Opportunities

- Safety:
  - San Pablo Ave. is third worst corridor on the county-wide high injury network (length and severity)
  - 74% of pedestrian collisions occur in crosswalks
  - Speeding is one of the largest causes of collisions.
- Transit:
  - In the peak, transit is ~ 30% slower than auto travel
  - Transit is unreliable: Transit trip times vary considerably more than auto trip times
- Growth: Entire length of San Pablo is designated as Priority Development Area and is actively developing today



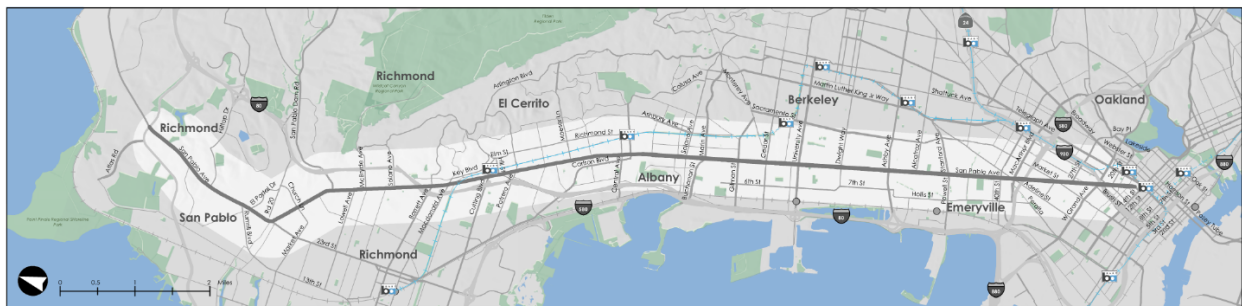
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Recent, Planned and Proposed Development Projects (2017)



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# Phase 1 Project



**Legend:**

- BART Station
- BART Above/Below Ground
- Capitol Corridor Stations
- Freight Rail and Capitol Corridor Tracks
- San Pablo Avenue Corridor
- Freeway
- Water
- Parks/Open Space



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## Conclusion of Phase 1

- Lack of consensus around single long-term concept throughout corridor
- Long-term project costs high
- Significant interest in advancing:
  - Safety improvements corridor wide
  - Smaller-scale, near-term project to test concepts



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## San Pablo Avenue Phase 2 Project Overview



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## Safety Enhancements

- Addresses urgent need for safety improvements
- Strong community support
- Doesn't encroach on right of way, has minimal impacts
- Includes all four Alameda County cities

### Pedestrian examples

- Improved pedestrian crossings, high-visibility striping, signals
- ADA-compliant ramps, sidewalks
- Improved lighting

### Bike and Transit examples

- Improved bicycle crossings
- Wayfinding signage
- Signal upgrades to prioritize transit



## Near-Term Bus/Bike Project

- Smaller-scale project to test out concepts, build towards full corridor vision; evaluate project to inform future planning
- **Emeryville/Oakland** consider Side-running Bus and Bike Lanes on San Pablo with robust stakeholder outreach to weigh trade-offs of parking/loading or bike lanes
- **Berkeley/Albany** consider in-lane Rapid bus stops with bulb outs on San Pablo and parallel bike improvements
  - Use southern segment improvements to test effectiveness of treatments and build support for more substantial changes in Berkeley and Albany



## Design Principles

- Prioritize transit speed and reliability
- Improve safety, especially for people walking & biking
- Design the most protected bus and bicycle facilities possible on San Pablo
- Accommodate critical access and circulation needs



## Request for Scope expansion

- Extension into south Berkeley requested by City leaders
  - Under consideration: To Russell/Heinz bike boulevard crossing
- Staff is assessing potential implications for delivery of currently scoped project
- Would require Commission action to allocate additional funding to the project and add budget to the consultant contract
- Recommend coordination with Specific Plan outreach to define vision for full corridor in Berkeley
  - Alignment of long-range land use planning and transportation improvements in the corridor critically important



## San Pablo Project Roadmap

- **Winter 2021-22:** Targeted stakeholder engagement
- **March 2022:** Recommend project to advance to ensure eligibility for funding opportunities
- **2022-23:** Advance preliminary engineering, Caltrans approvals, environmental review, seek funding for construction
- **Goal:** Deliver project in 3-5 years (pending full funding)



## Commission Next Steps for San Pablo Corridor Project

- **Early 2022:**
  - Receive summary of stakeholder engagement and approve recommendation of project to advance to ensure eligibility for funding opportunities
  - Approve scope/budget changes



# Questions?



## E.14<sup>th</sup> Street/Mission & Fremont Blvds. Multimodal Corridor Project

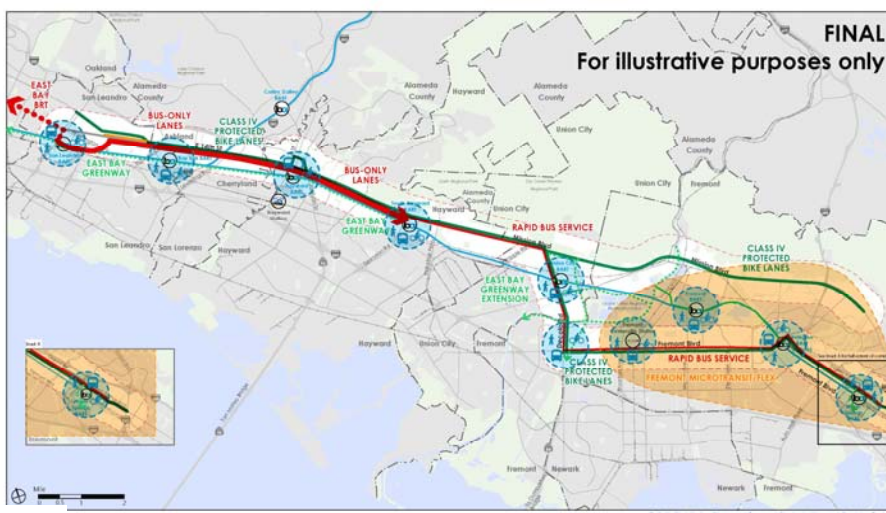


## Project Purpose

*To improve multimodal mobility, efficiency, and safety to sustainably meet current and future transportation needs, support planned growth and economic development, improve connectivity between transportation modes, and provide flexibility for future changes in transportation technology along this critical north-south corridor in central and southern Alameda County.*



## E 14<sup>th</sup>/Mission Commission approved Concept: July 2020



Includes:

- On-street Class IV protected bike lanes
- Rapid Bus near-term (BRT extension to Bayfair mid/long-term)
- Mobility hubs at BART stations

## Need and Opportunities

### Safety

- 60% of corridor is on Pedestrian High Injury Network
- 40% of corridor is on Bike High Injury Network

### Land Use and Economic Development

- Entire segment falls within a PDA
- Areas of high employment growth 2020-40
  - San Leandro BART TOD – 1,800 new jobs
  - Bay Fair BART TOD – 1,100 new jobs

### Priority Development Areas (PDAs)



## E 14<sup>th</sup> Street & Mission Blvd Near-Term Project



San Leandro BART to South Hayward BART key improvements:

- Continuous Class IV bike facility
- Intersection safety improvements for bikes and pedestrians
- Rapid bus infrastructure
- Placemaking for economic development opportunities
- Multimodal connections to BART stations



## Examples of potential near-term improvements



Bus island at far side of intersection



Protected intersection



As you Wish Buslet



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## Economic Development Elements

- Streetscape and landscaping
- Identity and branding
- Bus parklets
- Street art
- Flexible use of parking and parking lots
- Wayfinding and gateways
- Parking management and TDM



Phoenix, AZ (Source: Arizona Republic)



Seattle, WA (Source: SDOT)



Albany, CA Mr. Dewey Buslet



Albany, CA As You Wish Buslet



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## E 14<sup>th</sup>/Mission/Fremont Project Roadmap

- **Winter 2021-22:** Agency Engagement
- **Spring 2022:** Public Engagement
- **2021-22:** Advance preliminary engineering, environmental review, seek funding for construction
- **2023:** Final Design & Engineering
- **Goal:** Deliver in 3-5 years (pending full funding)



## Commission Next Steps for Corridor Projects

- **Early 2022:**
  - **Both projects:** Approve scope/budget changes
  - **San Pablo:** Receive summary of stakeholder engagement and approve recommendation of project to advance to ensure eligibility for funding opportunities
- **Spring/Fall 2022:**
  - **E.14<sup>th</sup>/Mission:** CEQA and NEPA environmental certifications



# Discussion



# EXTRA SLIDES



## Two Rounds of Outreach/Engagement

- **Round 1:** Fall 2017 – Spring 2018 – Corridor Needs
  - Needs survey (Crowdspot), postcards on buses
  - Focus groups (**bus riders**, bicyclists and pedestrians, **seniors/people with disabilities**)
  - Business outreach (Loading Survey)
- **Round 2:** Spring-Summer 2019 – Concept Preference, trade-offs
  - Meetings/focus groups with specific user groups (merchants, **bus riders**, bicyclists and pedestrians, **seniors/people with disabilities**, elected/appointed officials, community groups)
  - Community workshops
  - Online survey
  - Pop-up events (tables at existing events along the corridor)
  - Intercept surveys at busy San Pablo Avenue locations, including major bus stops



## San Pablo Corridor Project Goals

- 👤 Enhance **safety** for all travel modes
- ♿ Improve **comfort and quality** of trips for all users
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- ✅ Promote **equitable** transportation and design solutions for diverse communities throughout corridor



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## Parking and Loading Analysis

- Goal: Determine how critical curb needs could be accommodated if curb lane repurposed (e.g. loading, ADA spaces)
- Preferred locations: side streets or existing off-street
- Analyze other ideas where preferred options infeasible, e.g.:
  - Short segment of shared bus/bike lane, loading in curb lane
  - Bike lane on sidewalk, loading in curb lane
  - Off-peak loading in bus lane



## Strategy Categories

	Safe Systems Approach	 <p><b>Advance Equity</b> is a cross-cutting strategy.</p> <p><i>Strategies and Actions that address key findings from the CBTP are indicated by two asterisks. **</i></p>
	Complete Corridors Approach	
	Partnerships to Advance Regional and Megaregional Issues	
	Transit Accessibility & TDM	
	New Mobility & Automated, Low-Emission, Shared Future	

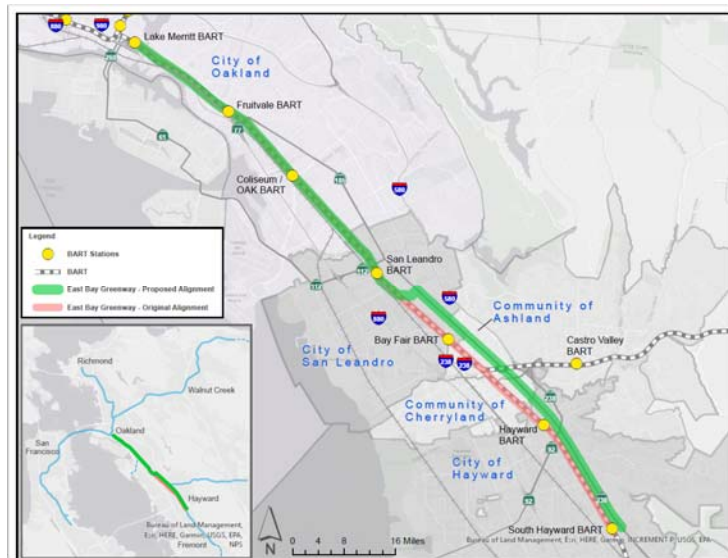


## Proposed New Vision for EBGW Near-Term

**Lake Merritt BART to Fruitvale BART** as proposed under Rail-with-Trail

**Fruitvale to San Leandro BART:** On-street alignment along San Leandro Street & San Leandro Blvd, continues along E14th Street and Mission Blvd.

**San Leandro BART to South Hayward BART:** existing E14th/Mission Blvd Alameda CTC corridor project becomes EBGW



## Proposed New Vision for EBGW Aligned with E. 14<sup>th</sup>/Mission Project

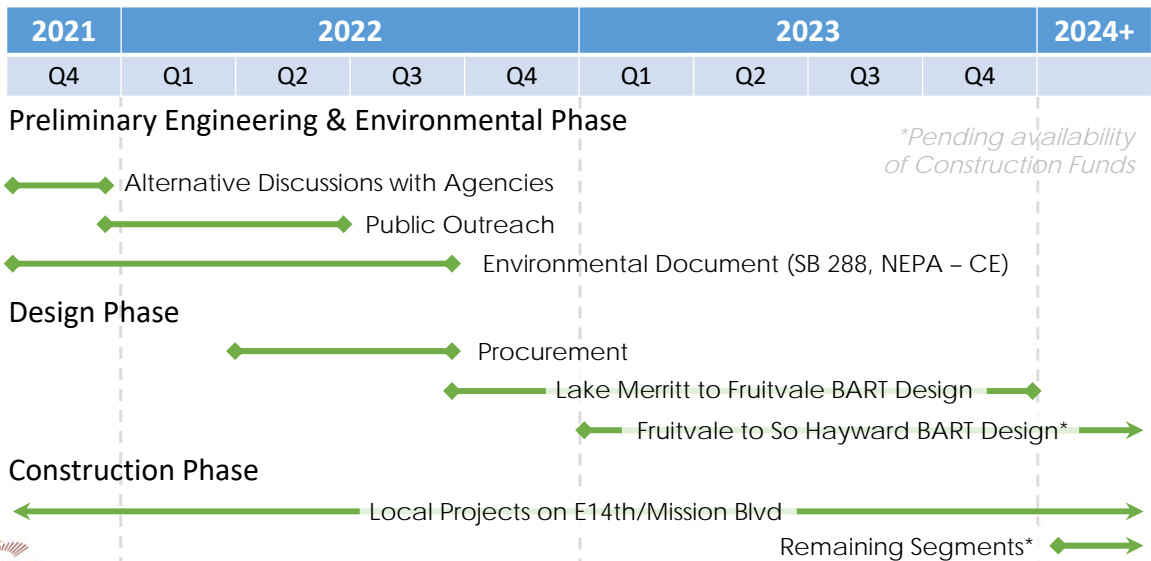
- **Near-term - EBGW Phase 1:** Create continuous, high-quality on-street bike facility
  - South of San Leandro BART integrate with the near-term E 14th/Mission Blvd Project and include rapid bus improvements and placemaking along corridor
- **Mid-term – E 14th/Mission Blvd:** Consider AC Transit TEMPO (BRT) extension to Bay Fair BART
- **Long-term - EBGW Phase 2:** Pending discussions with UPRR, pursue Rail-to-Trail or Rail-with-Trail



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## Project Schedule



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